













# TANSAN

NATURAL MINERAL WATER  
BOTTLED AT THE SPRINGS  
AT TAKARADZKA

BY  
J. CLIFFORD-WILKINSON,  
KOBE, JAPAN.

Per Case of 48 Bottles..... \$6.50  
Per Case of 100 Bottles..... \$8.00  
A N invigorating Sparkling Tonic Table  
Water either taken by itself or mixed  
with Wines, Spirits, Stout or Milk, in-  
vigorating in lassitude and debility so  
common throughout the East.

Its curative properties in Gout, Dyspepsia,  
Rheumatism, Anemia can be testified to by  
cases that have derived great benefit by its  
use from time to time.

## 'NIWO'

A NATURAL  
MEDICINAL WATER.

BOTTLED AT THE SPRINGS

AT TAKARADZKA, BY  
J. C. W.

This Water, besides being aperient,  
contains a large proportion of Fer-  
roginous Salts, which property com-  
mends its use before any other Mineral  
water.

FOR CONSTIPATION. Take a tumbler  
hot half-an-hour before rising.

FOR GOUT. Take half a tumbler full  
half-an-hour after meals and before  
retiring.

FOR HEARTBURN, OR FLATU-  
LENCE. Take half a tumbler.

FOR AN UNHEALTHY COMPLEXION.  
Take a tumbler full before rising and  
retiring.

60 (10 in case of 48 Quarts.  
11.25 a Dozen Bottles.

H. PRICE & CO.,

12, QUEEN'S ROAD,  
HONGKONG, JUNE 3, 1905.

WM. POWELL,

LIMITED.

ALEXANDRA  
BUILDINGS,  
DES VŒUX ROAD.

## MILLINERY

A New Lot of

UNTRIMMED

STRAWS

JUST ARRIVED.

SMART

SHAPES,

at Moderate Prices.

A Lovely Selection of

THE NEWEST

Flowers

AND

Foliage.

INSPECTION INVITED.

WILLIAM POWELL,

LIMITED,

HONGKONG.



TELEPHONE No. 135.

THERE IS ONLY ONE

## CLUB

WHISKY

in this Colony that has stood  
the test of years. It is

\$14.00

PER DOZEN,

and is Sold and Owned by

H. PRICE & CO.,

12, Queen's Road Central.

158

MEMOS. FOR TO-MORROW.

Auction.

2 p.m.—Auction of Japanese Curios, at

Messrs Hughes & Hough's Sales Rooms.

Amusements.

9 p.m.—Performance at City Hall.

General Memoranda.

THURSDAY, March 16:—

11 a.m.—Auction of Rolls of Superior

Silk, at Messrs Hughes & Hough's

Sales Rooms.

11 a.m.—Auction of Stock in Trade Fur-

niture, at No. 108, Queen's Road

Central.

11.30 a.m.—Auction of 446 Bags Rice, at

Hongkong & Kowloon Wharf & Go-

down Co., West Point.

Goods per *Claret* not cleared on this

date subject to rent.

FRIDAY, March 17:—

Noon—Auction of 1,687 Bags White

Sugar, at Hongkong & Kowloon Wharf

& Godown Co., West Point.

Goods per *Nubia* not cleared at 4 p.m.

on this date subject to rent.

SATURDAY, March 18:—

Yankichien's Dinner at Hongkong

Hotel.

MORNING, March 21:—

3 p.m.—Auction of Crown Land at the

Public Works Department's Offices.

THURSDAY, March 23:—

Noon—Meeting of China Sugar Refining

Co., Ltd., at the General Agent's Office.

12.30 p.m.—Meeting of Luzon Sugar Re-

fining Co., Ltd., at General Agent's

Office.

WINE & SPIRIT MERCHANTS,

A. S. WATSON

& Co., Ltd.

ESTABLISHED A.D. 1841.

WATSON'S

Celebrated

E BLEND

VERY OLD LIQUEUR

SCOTCH

WHISKY

D

PORT,

VERY FINE OLD VINTAGE

MANY YEARS IN BOTTLE.

A CHOICE

AFTER-DINNER WINE.

A. S. WATSON & CO.,

LIMITED,  
ALEXANDRA BUILDINGS.

### NOTICE TO CORRESPONDENTS.

All business communications for this  
office should be addressed to THE MANA-  
GER.

Communications intended for publication  
should be addressed to THE EDITOR, and  
not to any person by name.

We cannot undertake to return rejected  
communications.

Any communication not accompanied  
by the signature of the writer will be  
rejected without consideration.

All communications must be legibly  
written upon one side of the paper.

Telephone, No. 22.

### The China Mail.

HONGKONG, TUESDAY, MARCH 14, 1905.

#### THE END.

It would appear as if the hour were  
within sight, when Russia, with the  
assistance of France and Great Britain,  
is prepared to submit to reasonable  
terms, whereby peace may be establi-  
shed, and this bloodshed—useless and  
criminal bloodshed during the present  
year—in, and around Mukden, and  
northern Manchuria, which is a dis-  
grace to modern civilization, may be  
brought to a close. Whilst Russia  
could cherish a possible hope of re-  
deeming her lost fortunes, or even, if  
thereby she could reasonably expect  
to place a barrier across the progress  
of the Japanese armies, to prevent  
their further advance, it may be that  
she was justified in making the at-  
tempt. When the British, and their  
allies, stood firm like hills of granite,  
against the impetuous, terrible, and  
repeated attacks of Napoleon's soldiers,  
at Waterloo, though men fell like  
leaves in autumn, and friend and foe,  
British, Belgian, and French, were  
piled up in heaps, like debris from the  
wreck of a great ship, after a great  
storm, it was felt then, and it is felt  
to-day, that those who were respon-  
sible for the continuance of that ter-  
rible war were justified in so doing,  
even though the last fighting man was  
slain, and only boys remained un-  
slaughtered to continue the race.

Whatever dreams the Russians may  
have had of ultimate victory, they can  
no longer, in the open day of their ter-  
rible losses, which were reported  
yesterday, have an excuse for contin-  
uing such a hopeless struggle. Such  
a wreck of an army, such a loss  
of life, such a destruction of property,  
such a collapse of hopes can only be  
compared to the capitulation of the  
French at Metz, or the tremendous  
retreat of the French from Moscow,  
when the icy north wind with its bur-  
den of snowflakes, assisted by per-  
sistent Russians, annihilated the flower  
of the French army. To-day the  
defeat of the Russians seems to be  
absolute and final. They cannot arise  
from such a blow. It may be, in the  
past, that generals, politicians, and  
parliamentaries have prolonged cam-  
paigns, when nothing substantial could be  
gained thereby, but more military  
glory. Forgetful of the tears of the  
widows, and the cries of the orphans,  
and regardless of the gaunt hunger  
which looked out of the eyes of thou-  
sands, who must suffer in secret,  
because they could not enter the arena  
of excitement, these leaders of men  
have followed the bloody path for fame  
and self-aggrandizement. It has been  
said that after the battle of Malpla-  
quet, when the French had lost twelve  
thousand men, and the allies more  
than double this number, the former  
offered to submit to terms, that the  
war might be brought to a close, if  
those terms were reasonable. The  
victors were unwilling, and this dis-  
inclination has been accounted for  
on the ground that the victorious  
general was not yet satisfied with the  
laurels which he had already won, but  
was hoping for yet greater renown.  
It is certainly to be hoped that no  
overweening ambition on the part  
either of the Japanese Government or  
on the side of the Japanese generals  
will determine to impose terms so  
galling to the pride of Russia, that she  
will be compelled to risk a final strug-  
gle, rather than submit to what  
would be an unbearable degradation.  
There is probably little fear that Japan  
will be led to do this. She has, all along,  
shown a fine self-control, and a  
splendid chivalry, and there is every  
reason to believe and hope, that in the  
excitement and flush of final triumph,  
she will not demand more than her  
full pound of flesh. It is true the pro-

position to which she has had to  
submit has been great. She had been  
treated, until recently, with disdainful  
contempt, and, by Russia, was neither  
respected nor feared. Japan cannot  
easily forget the deep injury inflicted  
on her by her foe during the last ten  
long years, during which she has been  
preparing for the struggle through  
which she has come forth, so  
victoriously. On the other hand,  
she can afford to be just, nay,  
even more, to be generous. The eyes  
of the civilized world will be upon her,  
and we are sure that in the last scene  
of this great, and even tremendous  
drama, she will act so that the specta-  
tors, who are crowding round and look-  
ing on, will accord to her their loudest  
acclamations, and also, which is of more  
importance, their profoundest respect.

One of a batch of seamen brought before  
the Marine Court this afternoon for re-  
fusing to proceed to Japan on being asked  
for his reason replied, smiling slightly  
at the time, that it was because he was afraid  
of the Russians. 'You know there is no  
danger,' said the Marine Magistrate, 'and  
cannot say so without smiling.' He even-  
tually decided to go to Japan.

Said a seaman, at the Marine Magis-  
trate's Court this afternoon when asked if  
he had changed his mind about refusing to  
go to Japan after hearing the case against  
him and His Worship's views on the sub-  
ject, 'I am only a Britisher and do not  
change my mind.'

'You are fooling with the Court,' replied  
His Worship, 'and I will send you to goal  
for contempt if you are not careful.'

The man persisted, and said that he  
would not go on board, but was prepared  
to go to the cells.

A Cleric at a recent fashionable wedding  
got a reminiscence off his chest when propo-  
sing the bride's health. He remembered on  
one occasion, dear friend, in the bonds  
of matrimony a bridegroom of 81  
and a bride of 70. He noticed the bride  
fumbling with her wedding ring after the  
ceremony and weeping copiously. To a  
sympathetic inquiry whether the ring was  
so tight that it caused her pain, the blush-  
ing septuagenarian replied, between her  
sobs: 'No, it's not that—behold—I'm  
crying, yer reverence, becoss I didn't get it  
on my finger—behold—a bit calter.'

During the hearing of a case in the Sum-  
mary Jurisdiction of the Supreme Court  
to-day, in which a consignment of ship's  
biscuits was the matter in dispute, it was  
stated by the plaintiff's solicitor that the  
sole reason that defendants repudiated the  
contract was that the biscuits were intend-  
ed for the Baltic Fleet! The biscuits  
were sent to Singapore and returned here  
under plea that they were damaged. How-  
ever, as the Puisse Judge pointed out  
there was no evidence that the biscuits  
were for the Baltic Fleet, adding, 'You  
might have been charged with manslaughter  
had the Baltic Fleet got the biscuits!'  
Did the Puisse Judge consider the biscuits  
were more deadly than the shells of the  
Japanese Navy?

One of Society's proudest dames has  
recently been converted to a White  
Australia, says the *Bulletin*. She kept,  
with other servants, a Japanese 'boy,'  
whose work was to wait on the table.  
It was so much more 'tasty' than a  
maid, she thought. One fine day he was  
required to stay and wait when he con-  
sidered that he was entitled to be free.  
That afternoon when a number of guests  
were assembled, and the bell rang for tea  
in the usual way, the offended one marched  
in with a tray, bearing not the usual  
garniture of cups and saucers, but a couple  
of old and battered pieces of kitchen  
crockery. It was an ingenious and Asiatic  
revenge. Prompt rack and a white maid  
carries in the cups now.

#### Servants' Registry.

In our advertising columns we publish  
an announcement that the Anglo-American  
Stores, Kowloon, have established a ser-  
vants' registry. Those seeking servants  
have only to apply to the registry and, as  
they have a number of servants at present  
seeking employment, the wants of house-  
holders should be at once filled. A small  
fee is charged for the trouble taken by the  
registry, but the Anglo-American Stores,  
while exercising as much vigilance as pos-  
sible, do not hold themselves responsible  
for any servant engaged through them.

STEARN'S WINE strengthens the resis-

tance to disease of the lungs and air  
passages. It cures and heals.

A TIMELY SUGGESTION.—This is  
the season of the year when the pre-  
sident and careful housewife replenishes her  
supply of Chamberlain's Cough Remedy.  
It is certain to be needed before the winter  
is over, and results are much more prompt  
and satisfactory when it is kept at hand  
and given as soon as the cold is contracted,  
and before it has become settled in the  
system. In almost every instance a severe  
cold may be warded off by taking this  
remedy freely as soon as the first indication  
of the cold appears. There is no danger in  
giving it to children for it contains no harm-  
ful substance. It is pleasant to take, both  
adults and children like it. Buy it and you  
will get the best. It always cures. Sold by  
All Dealers; WATKINS & Co., Ltd., Gen-  
eral Agents.

### LOCAL AND COAST NEWS.

Hon. Mr. W. Chatham, Director of  
Public Works, is expected to arrive in  
Hongkong towards the end of the present  
month.

#### Lammert Shaw Wedding.

At St. John's Cathedral to-day Mr. H.  
A. Lammert was married to Miss Florence  
Shaw. The bridegroom entertained his  
bachelor friends at dinner last night, and  
the happy pair left to-day for Macao for the  
honeymoon.

#### Dispute About Biscuits.

The case in which the Hop Loong  
firm sued Messrs Weismann, Limited, for  
2684, being contract price for 200 tins of  
ship's biscuits at 6 cents per tin, again  
came before His Honour Mr. T. Scrombie  
Smith in the Summary Jurisdiction of the  
Supreme Court, to-day. Mr. P. W. Gold-  
ring represented the plaintiffs, while  
defendants were represented by Mr. H. E.  
Pollock, K. C., (instructed by Mr. F. X.  
D'Almada e Castro). At the conclusion of  
the evidence the Puisse Judge reserved  
judgment.

#### A Transfer Granted.

A meeting of Justices of the Peace  
was held at the Magistracy this afternoon,  
Mr. H. H. J. Compertz presiding, to con-  
sider an application from F. Hoggard for a  
transfer of his publican's license for the  
Metropole Hotel, to Joseph H. Newbold.  
The justices present were Messrs F. A.  
Hazeland, R. C. Craig and C. D. Mel-  
bourne. Mr. C. E. H. Beavis appeared in  
support of the application and stated that  
Mr. Newbold had been a hotel keeper in  
Queensland and New South Wales and  
served as Chief Steward in the Australian  
Steam Navigation Company's boats for 23  
years.

There were no objections and the ap-  
plication was granted.

#### Robberies of the New Territory.

Robbers are becoming active at some  
of the islands off Hongkong and the  
New Territory, two cases being re-  
ported to have occurred during the last  
few days. One was at the village of  
Maui, on Lantau Island, and from the  
particulars that have come to hand it  
appears that on the night of March 12 a  
number of fishermen attacked a residence  
in the village with the object of robbery.  
The men who occupied the place put up a  
fight and it resulted in one of the number  
being stabbed. The matter was reported  
to the Tai Po police station and the wounded  
man's injuries were found to be such as to  
necessitate his removal to the Government  
Civil Hospital, where he has had his wounds  
attended to. So far no arrests have been  
made in connection with the robbers or  
stabbing.

A second case of armed robbery occurred  
at Ping Chow Island where four masked  
men attacked the house of a man by whom  
they were at one time employed, and  
succeeded in carrying off a quantity of  
goods and clothing. One of the men was  
armed with a dagger but as very little  
resistance was offered to the robbers no one  
was injured.

These robbers have also disappeared.

### GENERAL NEWS.

#### Remarkable Speech by a Boer.

General Beyers, of the Boer army, in  
a speech at Pietersburg recently, said that  
unless responsible government was granted  
the Transvaal immediately the Boers would  
be compelled to steal to feed their families.  
There would then be a repetition of the  
Slaughtered Neko rebellion in 1815. Other  
Boer leaders deprecated indiscreet tactics.  
General Botha has condemned the state-  
ments made by General Beyers. Newspaper  
correspondents in the Transvaal emphasised  
the statement that the Boers will make a  
bold bid for power in demanding responsible  
government and the retention of the old  
electoral districts.

#### Royal Scandal in Saxony.

A telegram from London, dated  
February 15, states that the Countess  
Montignoso (formerly Princess of Saxony),  
who was divorced early in 1903  
from her husband, the present King of  
Saxony, offers to surrender her child, the  
Princess Anna Monica, if she is allowed to  
see all her other children at fixed times.  
(The King of Saxony was recently reported  
to have made an order for the young  
princess (who was born a few months after  
the divorce) to be removed from Countess  
Montignoso's guardianship to prevent a  
fresh scandal. The King refuses to permit  
the Countess to see her other children.)  
A later message reports that the Coun-  
tess has barricaded her villa at Florence,  
in order to prevent the forcible removal of  
her infant child, Princess Anna Monica, as  
ordered by the King of Saxony. The Italian  
authorities have notified their determina-  
tion to prevent force being used.

STEARN'S HEADACHE CURE can

be obtained from all dispensaries  
(quickly by post). Gives instant relief.  
Avoid imitations. Keep the Genuine  
bottle.

COLDS are quickly cured by Cham-  
berlain's Cough Remedy. It acts on  
nature's plan, loosens the cough, relieves  
the lungs and opens the secretions, effecting  
a permanent cure. It counteracts any  
tendency of a cold to result in pneumonia.  
For sale by All Dealers; WATKINS & Co.,  
Ltd., General Agents.

### BY TELEGRAPH. BY TELEGRAPH.

#### THE RUSSO-JAPANESE WAR.

[CHINA MAIL'S SPECIAL SERVICE.]

THE PRICE PAID.

(From our Correspondent).

Tokio, March 13, 9.30 p.m.

The Japanese army operating in the

direction of Hingking have, at spoils of

the battle, six machine guns, 2,000 rifles

and a quantity of other ammunition.

Numerous corpses were found, 1,200

being abandoned by the Russians.

The casualties are estimated at 20,000.

[JAPANESE OFFICIAL TELEGRAMS.]

RUSSIAN DIVISION DECOM-

ATED.

More Spoils of War.

Tokio, March 13, 2.30 p.m.

The report received on the 13th in-  
sists that in the direction of Hingking  
the enemy's losses are not yet ascertain-  
ed, but over 800 Russian corpses were  
already found on the field. According  
to the statement of prisoners their  
seventy-first division was almost an-  
nihilated.

Although the Russians burnt their  
storehouses at Mochuntan and other  
places, large quantities of fodder, am-  
munition and war materials fell into  
our hands.

BOOTY AT HINGKING.

The Russian Losses.

Tokio, March 13, 6.45 p.m.

On March 13 the army in the  
direction of Hingking reported the fol-  
lowing figures of trophies:—

2,200 rifles,

6 machine guns,

320,000 rifle rounds

Materials of the light railway for 33

miles, and 450 mags.

The Russian corpses on the field

numbered 1,200.

Eighty Russians were taken prisoners.

The Russian casualties in this quarter

are estimated to be over 20,000.

JAPANESE ADVANCE

CONTINUED.

Russian Surrendering.

Tokio, March 14, 12.10 p.m.

The report received on the morning  
of March 14 states that on the previous  
day our detachment in the direction of  
Hingking occupied Yingpan, eighteen  
miles east of Fushun, after dislodging  
the enemy therefrom.

In the direction of the Shaoh our  
forces continue to drive the remnants  
of the enemy.

In the mountainous districts east  
of Tieling Road a considerable num-  
ber of Russian officers and men came in  
to surrender.

[REUTERS SERVICE.]

KUROPATKIN'S MASTERLY

RETREAT.

LONDON, March 12.

General Kuropatkin, writing at six on

Friday evening, says 'our retreat has been  
of the most dangerous character, but thanks  
to extraordinary efforts our armies are now  
out of danger.'

THE PEACE RUMOURS

DENIED.

The Foreign Office at St. Petersburg  
denies the rumours of peace overtures.

Count Cassini, Russian Ambassador to  
the United States, in an emphatic state-  
ment published at Washington, says that  
he has been acquainted for several weeks  
with the Tsar's final decision to carry on  
the war regardless of time until victorious,  
and that preparations are already made for  
sending large reinforcements to General  
Kuropatkin.

ROZHDSTVENSKY'S FLEET.

It is explained at St. Petersburg that  
Admiral Rozhdstvensky's fleet is only  
going to Jibuti to meet the third Baltic  
squad on.

RUSSIA'S ENORMOUS LOSSES.

LONDON, March 12.



## INDUSTRIES OF HONGKONG.

## RATTAN CHAIR MAKING.

Of all the industries that are to be found in Hongkong one of the most typical of the East is that of the making of rattan goods. In all parts of the world, one comes across chairs, lounges, tables and a hundred other articles made, either wholly or in part, of rattan. From Hongkong large shipments of such articles are constantly being sent abroad and one of the largest firms in the trade is the Harris-Keeney Grass and Rattan Factory on the Shaukiwan Road. Although the firm is one of less than three years standing, it has grown almost beyond conception. The factory is at present in occupation in two blocks of three-story buildings, with a frontage of 200 feet and 70 feet respectively and a depth of 60 feet. This gives a total area of floor space of about 60,000 square feet. Even this is insufficient for the requirements of the Harris-Keeney Company and at present they contemplate building an up-to-date factory at Kowloon.

A short glance through the factory is sufficient to convince the observer that there is a large future before this firm and a résumé of their history will not be amiss. Mr. T. P. Keeney, the founder, first came to Hongkong in October 1902 and his sole purpose in visiting this entrepot of the Far East was to "ingratiate" the rattan trade and probably for an opening to establish a factory where rattan goods could be made to suit the caprices of the public. After spending several months in Hongkong, Mr. Keeney, who hails from the Pacific Slope, returned to Seattle, taking with him as samples about one hundred chairs, etc. Those goods represented his all, and on them depended his future. He had no doubt as to the result of his enterprise and with pardonable pride he exhibited them to the dealers on the Pacific Coast. He was successful in his mission and again visited Hongkong, this time to stay. He was joined by Mr. Emmett Harris, another American, and the factory was set on a sound financial basis. The company commenced by supplying the ordinary designs of rattan ware, but a highly finished article. Subsequently, however, Mr. Keeney, whose inventive mind has been responsible for a number of advantageous innovations, began to experiment with various fibres and grasses. After considerable labour and time expended, Mr. Keeney was successful in discovering a new material, called "sea-grass," which proved admirable for the manufacture of chairs, settees, baskets, tables, etc., of an artistic, yet strong nature. This "sea-grass" is gathered from the salt water flats along the China Coast, near Canton, and formerly was only used by the natives for the making of the up-land sandals and hats. But since the invention of the "sea-grass" chair it has developed into quite an industry, and many men and women now make their living by gathering this product. The first work of twisting and braiding this grass into cords was done in Wauchau, but it is now practically all done in the country, where labour is not so expensive. The native chairmakers, after seeing some of the products of the Harris-Keeney factory, soon began to imitate them, with an inferior quality of both material and workmanship, but from the rustic and lustre around the Harris-Keeney factory, the native imitations do not seem to have affected their business in any degree.

The splendid results obtained by the use of "sea-grass" has amply repaid the inventor and has enabled the firm to place an excellent line of goods on the market at a reasonable price. The pliability of "sea-grass" is so great that it really lends itself to the production of an article of almost any design. While on our visit of inspection we were shown some very natty chairs and lounges, as well as ornamental tables, etc., all of which were made out of "sea-grass." "Sea-grass" has almost entirely ousted rattan for chair-making, and bids fair to altogether supplant it before long.

For damp climates, where the humid atmosphere plays havoc with most articles, the Harris-Keeney Company have a special line of fibre furniture. This they term "liver-fibre" and for it they claim they have a material impervious to moisture. It is far more serviceable than and thing of its kind ever put on the market, and it has a peculiarly artistic appearance, whether finished natural or stained. This material is better adapted to the damp climates than any straw or grass fibre, as it has no pithy core to absorb the moisture. It has only been brought into existence some two months, and already orders are being received from Australia, South Africa, America and Europe.

Another of their late inventions is the hardwood line of chairs, with fibre seats and backs. These are well designed and are artistic and strong, and can be taken apart for exporting, which makes the expenses of freight very low. This hardwood line is yet in its infancy, so we are informed by the manufacturers, and before many months they expect to make this a separate department, and introduce modern machinery thereby turning out a strictly high grade article for one quarter what it could be done for in either Europe or America.

Most of the obstacles the firm had to contend with in starting their business, which at first seemed almost insurmountable, have been overcome. One of the chief factors was freight rates. Now that their

goods are becoming known all over the world, the shipping companies have cut their rates on a more reasonable basis than almost every part of the world, which has opened up new markets and will doubtless greatly increase their export business. This factory pays more for their skilled labour than any other in the East, and by this means always has the best workmen. They are protecting their inventions with patents, so that infringement will be avoided, and as there is practically no limit to the market for their productions, their business promises to become one of the largest manufacturing industries in the Orient, and one of the largest of its kind in the world.

Another new departure in their business soon to be inaugurated is baby carriages and go-carts, made on modern and up-to-date principles. The wheels and frames for these will be imported from Europe and America, from the large manufacturers of such goods, but the bodies will all be made in the factory in Hongkong.

The frame work for all the articles made by the Harris-Keeney Company is Malacca cane, solid and durable. No bamboo is used by them, as it is too liable to crack about the joints into the required shape. After being sized, and the grass or linen, is woven on by the weavers. Then the chair is stung to get rid of all the minute hair-like fragments that adhere to it and it is stained, the design picked out, and finally it is covered with shellac varnish. This is the first time a finish is obtained a finish that might be equalled elsewhere, but could hardly be excelled. The finishing is naturally costly, but the extra durability and appearance amply compensate for the increase cost.

The employees of the Harris-Keeney Company total about 200, and had they more space at their disposal they could employ as many again.

Mr. Keeney would be glad to receive visitors at the factory and take them round the premises.

## BY WHARF AND WAIVE.

On the 1st instant the German steamer "Vetenn," recently captured, was declared a lawful prize by the Sasho Prize Court. Her cargo, which consists of winter clothing, provisions and medicines, 6,926 packages in all, was also declared lawful prize.

The American schooner "J. B. Leeds," property of Captain Garry, is thought to be a total wreck on shore near Loang, Hooos Noto. The Customs cutter "Scout," is standing by. The "J. B. Leeds" was on her way to Hongkong with a cargo of lumber when she struck an unseen obstacle and was wrecked by her captain in hopes of saving her.

## After Pirates.

There ought to be some exciting adventures with pirates within a few days. The Admiralty do not feel inclined to let the Chinese have it their own way with the wrecked steamer "Shrewsbury" and are despatching the cruiser "Tigress" to the Pacific to inquire into matters and have a look for some of the booty carefully taken by the pirates. The cruiser will be accompanied by the "Progres" and if the "Shrewsbury" is still above water an effort will probably be made to get off some of all the 3,000 tons of coal that are still on board.

## Breakdown on the "Westminster Bridge."

At about noon yesterday it was signalled from Gap Rock that the steamer "Westminster Bridge" was in distress. The Dock Company's tug "Robert Cook" went out to render assistance if necessary, but did not get close to the steamer, which came in under her own steam shortly after 7 o'clock. On inquiries at Messrs. Duvell and Company's Office (the local agents) it was learned that the trouble was caused by the engine shaft breaking when about 200 miles from Hongkong. The engineers got to work to effect temporary repairs, and so satisfactory were they that the steamer was able to make the harbour without assistance. They deserve congratulation upon their feat.

## Crews Refused to Proceed.

Before the Hon. Captain Barnes-Lawrence, at the Marine Magistrate's Court, this afternoon, the Captain of the steamer "Boscombe" proceeded against S. Ball, J. Kewney, J. Honey, and E. Vance, able seamen, and A. Catterberry, boatswain, W. Hush, S. Whyte, A. Stockwell, J. Dawson, M. Murphy, A. Condouin and D. Mochalitzanos, firemen, for impeding the progress of the ship by refusing to proceed to sea.

Captain Mackay said that the "Boscombe" arrived in port yesterday afternoon and received orders to proceed to Sasebo, Japan. He informed the crew, through the Chief Officer, of the steamer's destination and they said they would not go to Sasebo. He brought the men before the Marine Magistrate and they still refused to proceed although advised to do so. The steamer had a cargo of Cardiff coal and when the sailors shipped they were told the steamer was to go to Hongkong for orders and would probably have to go to Japan. They signified their refusal to go to Sasebo, and the ship was ordered to proceed to Japan.

The Chief Officer stated that when he told the defendants the ship was ordered to Sasebo they refused to go. This morning he went to the men for all who refused to go to Japan to accompany him to Sasebo. The sailors refused to go and the steamer would probably be ordered to Japan.

In reviewing the case, His Worship said that he had already reasoned with the defendants regarding the false conclusion they had arrived at regarding the refusal to proceed to Japan. Had there been any risk involved in proceeding to Sasebo, outside the ordinary risks of a seafaring life, he would have been the first to recognise it. He could only regard their action as foolish in the extreme. "Russia had practically been wiped off the face of the map and by persisting in their refusal the men laid themselves open to punishment."

## LONDON LETTER.

(From Our Correspondent.)

LONDON, February 10.  
The King's Speech has already been drafted and today is being submitted for His Majesty's approval. We are not expecting any very lengthy programme of legislation, for ministers are facing the coming session almost with a rope round their necks. Election after election has gone against them; the Fiscal Reform movement has driven a wedge into the heart of the party, and it is an open secret that Mr. Chamberlain looks forward hopefully to a feeble and transient Liberal predominance. Strategically it might be well to outline a substantial amount of remedial legislation and then to dissolve, after forcing through the Budget and the Aliens Bill. A short stay in the bracing air of opposition is just the tonic that our weary rulers need to consolidate their party and give time to mature a more definite policy; while, on the other hand, Liberals will be sobered when the machinery of Government is entrusted to their hands and they find it impossible to destroy or disregard the measures and engagements to which Unionist power has committed the country.

After the Navy, the Army. A storm of controversy has been raging over the resolution to re-arm the infantry with a short rifle. With improvements in the details of its construction, a weapon has been evolved which is to be better than the Lee-Enfield and far handier, owing to having a barrel five inches shorter. The gravest objection raised by opposing experts is that the present war has shown the importance of the bayonet in modern fighting, and our soldiers will lose confidence if they find themselves face-to-face with foes who can put five inches of steel into them without coming themselves within the men's reach. I do not know whether this objection would be obviated by reverting to the long sword bayonet in place of the knife bayonet now employed. This would increase its length with bayonet from 56 inches (44½ + 11½) to 88 inches, or four inches longer than the Arisaka rifle and bayonet with which the Japanese have done such sterling work during the last year.

One hundred and eleven inches is the guaranteed height of Meschnow, the giant now on exhibition at the Hippodrome. This is six inches more than the estimated height of Goliath of Gath, and still more in excess of any giant of whom we have recent and authentic records. He travels in a pantechion van, wears a 26 in. collar and 24 in. shoes. He consumes 33 eggs at a meal and needs 15 yards of cloth for a dress suit. These are the details that prepared the London public to crowd the Hippodrome at his first appearances yesterday. The most interesting fact is that he has a young wife and a baby. Courageous indeed must she have been to link her life with nearly ten feet of human vitality!

When a nation is weak, and especially when it is so decrepit as Turkey, the long-headed financiers of France and Germany are anxious to back it up with a loan. British men of business would be more cautious for they cannot feel so sure of the moral support of their own government, which rarely stoops to this obvious way of increasing its power and prestige. A curious contest has been raging at Constantinople between Germany and France for the honour of supplying the Porte with guns for 142 batteries. Crouzet or Krupp was the point, and M. Constans, the French ambassador, insisted that a third of the orders should go to France. He failed, and for the moment Germany is master of the field. She will get the contract, though the number of batteries to be rearméd is reduced to 60, and in addition Germany will float a Turkish Loan, which France, in a fit of pique, refuses. M. Constans meanwhile goes home for a while at least.

The Torrey-Alexander mission at the Albert Hall is exciting no special interest, chiefly because it is entirely free from what I may call (in an entirely Pickwickian sense) the bluntness of many previous evangelistic efforts. To most men it would seem repugnant that a revival of religion should be fostered by the methods of showmen, the big drum and the flaring poster, and our visitors are doing nothing of that objectionable kind. They rely entirely on the sweet singing of Mr. Alexander and the homely eloquence of Dr. Torrey, and the scores who come forward to profess conversion each day are probably more earnest and reliable than if they had been entrapped by mere flamboyant devices.

## SPORTING.

## Cricket.

## The Australian Eleven.

## MATCH AGAINST AUCKLAND.

The Australian team of cricketers, now on their way to England, played their first match of the tour against the Auckland (N.Z.) fifteen last month. The Australian Eleven batted first and compiled 442 runs, Trumper 93, McLeod 84, Kelly 56, Cotter, 52, Duff 49 and Armstrong 37, not out. The Auckland fifteen scored 175 and 107, Mason 69 and Olliff 33, being top scorers. Australia thus won by an innings and 160 runs. The bowlers for Australia were Cotter 5 for 48, Noble 3 for 26, Armstrong 5 for 41, Hopkins 2 for 26, McLeod 3 for 48, Oehrs 2 for 32, Duff 3 for 18, Hill 1 for 1, Gregory, 1 for 25, and Kelly 1 for no runs.

Concerning the test matches, the editor of Wisden's Cricketer's Almanac remarks: "With regard to the arrangement for the test matches this year there will be no utility in my saying much more. One point on which opinion is divided having been long ago settled. Four of the five matches are to be restricted as in former seasons to three days each, but the fifth in the event of the rubber depending upon it, is to be played as a fourth. This is a compromise between the views of those who think that all matches in England should be kept to three days and those who, like Mr. MacLaren and Mr. Warner, would like all the test matches in this country to be finished, as in Australia, without regard to the time occupied. Being rather afraid of the cricket likely to be produced by matches indefinitely extended, I hope the compromise will work well, but in the event of three of the first four being left drawn, as in 1899, I may easily fall in its object. It should happen that the rubber this year remains undecided, I think, whether we like it or not, the force of opinion will be so strong as to compel our authorities to have the test matches played out when the Australians pay us their next visit, presumably in 1906. In that case, the old plan of having only three test matches might have to be reverted to."

## Football.

A football match in connection with the China Squadron Challenge Shield was played at Happy Valley yesterday, between H.M.S. "Satlej" and H.M.S. "Ocean," resulting in a win for the "Ocean" by two goals to nil.

In the first half the game was all in favour of the "Satlej" men, who continually bombarded their opponents' goal, but with out success. The "Ocean" team played a safe game, but they had their work cut out to keep their goal intact. However, they successfully repulsed the "Satlej" borders as often as they bore down on them and at half time there was no score. In the second half the game took a marked change. The "Ocean" forwards were well supplied with the ball by the backs and halves and they played the "Satlej" team to a standstill, scoring two goals, both of which gave the goal-keeper no chance to save.

Play on the whole was of an interesting nature, there being but little rough play. One or two instances of foul play occurred, but it was difficult to see whether it was intentional or not. The referee, therefore, was forced to allow it to pass unchallenged. While on the question of foul play it would be as well to call attention to the disgraceful play shown in the match last Saturday between the Naval Yard and the Royal West Kent. The referee, Mr. H. M. Elliott, was forced to order a player off the field, but such procedure is at present of little use. A player once off the field one day may return the next and continue his foul play. The remedy, as suggested by Mr. Elliott, is an easy one, and consists of the formation of a governing body for the control of all the shield competitions. A referee, should occasion then arise, could report a player to the committee, who would have the power of suspending the player mentioned for any term that they thought fit. Such treatment would have the effect of doing away with foul play, such as tripping a player, unnecessarily rough play, etc., and would eradicate an evil which of late has been growing very strong.

NEW ZEALAND TEAM FOR ENGLAND.  
The visit of the last team of British footballers to Australia and New Zealand has given rise to the proposal that a New Zealand team should visit England. The idea caught on, and the following team has been provisionally chosen:— Full back, Booth (Otago); three-quarters, Wallace, McGregor (Wellington), Hunter (Taranaki), Harper (Canterbury), McKennie (Auckland), five-eighths, Elmyre (Taranaki), Davies (Canterbury), Storey (Southland); halves, Roberts (Wellington), Harvey (Canterbury); forwards, Seeling, Nicholson, Tyler (Auckland), O'Connell, (Taranaki), Whisker (Manawatu), Watkins, Cress (Wellington), Johnstone, (Otago), D. Stuart (Otago), Corbett (Westland).

"The question of a weekly day of rest in France is now ripe for discussion," says M. Trouillot, French Minister of Commerce, quoted by the "Nation."

"Well, Jack and I are to be married at last, and we are so happy." "Did you say Jack has much trouble in getting your father's consent?" "No, but up and I had a awful lot of trouble getting Jack's consent."

## WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:— On the 14th at 11.55 a.m. The barometer has risen slightly on the E. coast of China, and fallen a little on the S. coast. Pressure appears to be highest over N. China. Gradients continue slight and light variable winds accompanied by foggy weather will probably prevail in the Formosa Channel and N. part of the China Sea. Forecast:—Variable winds, light; fair, fog at times. The information from the North is scanty.

## ENGLAND'S NEED OF TECHNICAL EDUCATION.

With ideas culled during his recent tour in America, Mr. Theo. Feilden, Editor-in-Chief of *The Electrical Magazine*, in the Anniversary issue of that journal, emphasises the importance of technical training, and points to American progress in this direction. "A thorough technical education of her sons is England's greatest concern. To compete with the States, British boys should be equipped with the finest scientific and practical training that can be accorded. The nation should be strongly and aggressively aroused to this fact, the rich men here should give of their best to posterity as they do in the States, the municipalities should be forced to a sense of their responsibilities, and the Government should deal in a far more liberal spirit with national physical research, and subsidising much of the time and labour of the nation when the nation will be thoroughly aroused to the danger of our present methods. I grant they are imperfectly improved of recent years. Our manufacturers are more alert; that ultra-conservatism which dominated their actions and the actions of their fathers and grandfathers, is being broken down, the process, however, being too gradual. As the times have altered, and new conditions have arisen, our plans have not been wholly remodelled to fit the circumstances; but the war of industry is now so keen and becoming so intense, that the race is more than ever to the keenest and best equipped, to the most energetic, to, in fact, the man who does things."

HOBBAH—Do you think, my dear, that all this so-called culture, these fads, these lectures, and ethical and philosophical movements of yours really do you any good? Wife—Incalculable good! Why, every day I live I appreciate more and more fully what an insignificant creature man is!

AN illiterate vendor of beer once wrote over his door at Haverhill, Mass. (see here). He spells the word quite correctly, observed one, "if he means to apply us that the article is his own brain!"

News has reached Victoria, B. C., of an "ice porgie," at the mouth of the Klondyke River, which has done much damage, a number of steamers being crushed.

RHEUMATISM is cured by Chamberlain's Pain Balm. One application relieves the pain. For sale by All Dealers; WATKINS & CO., Ltd., General Agents.

## To-day's Advertisements.

MR. FREDERICK SALLINGER will sign our Firm pro procurator during the absence from the Colony of Mr. H. E. TOMKINS. REISS & CO. Hongkong, March 14, 1905. 533

R. F. DALY has SEVERED all connections with the OWL GRILL and OYSTER ROOM, 61, Des Voeux Road. Hongkong, March 1, 1905. 543

SERVANTS' REGISTRY OFFICE. RESIDENTS REQUIRING SERVANTS can REGISTER their wants at the ANGLO-AMERICAN STORES. A moderate charge will be made. Hongkong, March 14, 1905. 539

TO LET. HOUSE IN CLIFTON GARDENS, Conduit Road, from 1st July, 1905. Apply THE MEDICAL HALL. Hongkong, March 14, 1905. 534

WATKINS, LIMITED. NOTICE TO SHAREHOLDERS. THE SIXTH ORDINARY ANNUAL MEETING of SHAREHOLDERS will be held at the Company's Office No. 31, Queen's Road Central, on FRIDAY, the 31st March, 1905, at 10 a.m. for the purpose of receiving the Report of the General Manager with a Statement of Accounts to 31st December, 1904.

THE TRANSFER BOOKS of the Company will be CLOSED from the 24th to the 31st March, both days inclusive. CHUN A FOOK, General Manager. Hongkong, March 14, 1905. 541

PUBLIC AUCTION. THE Undersigned has received instructions to Sell by Public Auction, (FOR ACCOUNT OF THE CONCERNED), on THURSDAY, the 16th March, 1905, at 11 a.m., at their Sales Rooms, No. 3, Des Voeux Road, Cornhill of the above Street, A NUMBER OF ROLLS OF SUPERIOR SILK, FROM THE IMPERIAL LOOMS, HANDSOMELY EMBROIDERED and Suitable for Decorations. Terms—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, March 14, 1905. 535

AUCTION SALE OF A COASTING STEAMER. THE S.S. "BILLITON" Monday, 27th March, at 2 p.m. Messrs. H. L. COGHLAN & Co. are instructed to sell by auction at The Mart, Nos. 1 and 2 D'Almeida Street, Singapore, on the above date.

The well known coasting steamer "BILLITON," as she now lies in the Singapore Harbour, together with all her Appointments. PARTICULARS.—Built of iron; Gross tonnage 322; Net Tonnage 251; Carrying capacity 2,400 bags of rice; Length 137 ft. 9 in.; Breadth 23 ft.; Depth 18 ft.; Draft 12 ft.; Boiler cylindrical. THIS VESSEL MAY BE INSPECTED IN THE ROAD. Auctioneers' telegraphic address: "Australasia," Singapore. H. L. COGHLAN & Co., Licensed Auctioneers. Singapore, March 12, 1905. 537

## To-day's Advertisements.

THERE IS BUT ONE SPEEDICUT High Speed Tool Steel, and that is FIRTH'S SPEEDICUT. SOLE MAKERS, Thos. Firth & Sons, LIMITED, Norfolk Works, Sheffield. Hongkong, January 5, 1904. 20-2

GEO. FENWICK AND COMPANY, LIMITED. NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of this Company will be held at the HONGKONG HOTEL, Victoria, Hongkong, on FRIDAY, the 31st day of March, 1905, at Noon, when the Subjoined Resolution which was passed at the Extraordinary General Meeting of the Company held on the 11th March, 1905, will be submitted for confirmation as a Special Resolution:—

"That Article X of the Company's Articles of Association and its marginal notes be, and the same are, hereby cancelled, and that there be substituted therefor the following Article and marginal notes namely:—

1. The Company in General Meeting may from time to time increase the capital by the creation of new shares of such amount as may be deemed expedient. 2. The new shares shall be issued upon such terms and conditions, and with such rights and privileges annexed thereto as the General Meeting resolving upon the creation thereof shall direct, and if no direction be given as the Directors shall determine. 3. Subject to any direction to the contrary that may be given by the Meeting that sanctions the increase of capital all new shares shall be offered to the parties who on the date of the Meeting shall be members in proportion to the existing shares held by them and such offer shall be made by notice specifying the number of shares to which the Members are entitled and limiting a time within which the offer if not accepted will be deemed to be declined, and after the expiration of such time or on the receipt of an intimation from the Member to whom such notice is given that he declines to accept the shares offered, the Directors may dispose of the same in such manner as they think most beneficial to the Company. 4. Except so far as is otherwise provided by the conditions of issue or by these present articles or by any resolution passed by the Company in relation to the creation of new shares shall be considered part of the original ordinary capital and shall be subject to the provisions herein contained with reference to the payment of calls and instalments, transfer and transmission, forfeiture, lien and otherwise."

By Order of the Board of Directors, W. G. WINTERBURN, General Manager. Hongkong, 14th March, 1905. 542

When to be offered to existing members.

Terms and conditions of new issue.

How far shares to rank with original shares.

Entertainments.

THEATRE ROYAL CITY HALL. THE DALLAS-BANDMANN OPERA CO. CONSISTING OF 35 ARTISTS. TO-NIGHT! TUESDAY MARCH 14th Grand Production of The Enormously Successful Musical Comedy "THREE LITTLE MAIDS." WEDNESDAY, MARCH 15th, "THREE LITTLE MAIDS." THURSDAY, MARCH 16th, The Successful Musical Comedy "THE GIRL FROM KAYS." FROM THE APOLLO THEATRE, LONDON. Doors open 8.30 P.M. Commences 9 P.M. PRICES AS USUAL. Piano at Messrs. ROBINSON PIANO Co. Late Tram 15 minutes after the Performance. F. C. GARTON, Business Manager. Hongkong, March 14, 1905. 409

FRENCH TAUGHT AND TRANSLATIONS done by a FRENCHMAN. Apply FRENCH, Care of "CHINA MAIL" Office. Hongkong, February 16, 1905. 538

THE WINE GROWERS SUPPLY CO.

FOR SALE. JUNK RIGGED HOUSEBOAT "DASWIN." For particulars, apply to P. M. HEATH, 110th Light Infantry, Kowloon. Hongkong, March 14, 1905. 540

SHEWAN, TOMES & CO. FOR KUBE. THE Steamship "HUGIN" will be despatched for the above port on FRIDAY, the 17th inst., at 4 p.m. For Freight, apply to SHEWAN, TOMES & CO., Agents. Hongkong, March 14, 1905. 536

"BEN" LINE OF STEAMSHIPS. FOR LONDON AND ANTWERP. THE Company's Steamship "BENGLOE," Captain \_\_\_\_\_ will be despatched for the above ports on MONDAY, the 27th inst. For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents. Hongkong, March 14, 1905. 539

Direct Importers of WINE, BEER AND SPIRITS from well-known Growers, Brewers and Distillers. PRICE LIST ON APPLICATION. BARRETT & CO., Agents. No. 22 & 24, BANK BUILDINGS, Queen's Road. 1891.

## ROBINSON PIANO COMPANY, LTD.

30 YEARS IN CHINA WITH 17 YEARS' EXPERIENCE OF THE CLIMATE OF HONGKONG.

MANUFACTURE THE ONLY PIANOS MADE IN HONGKONG FOR THE CLIMATE OF HONGKONG.

\$340 TO \$495. CASH, HIRE or CREDIT.

PIANOS RETURNED FROM HIRE AND THE PROPERTY OF CLIENTS GOING HOME.

\$100 to \$300.

BECHSTEIN ROYAL PIANOS.

TALKING MACHINES. RECORDS \$1.70 each.

WEISMANN LTD., 34, QUEEN'S ROAD CENTRAL. TELEPHONE No. 407.

BEGGS to inform the Public of Hongkong and Kowloon that they have just received a Fine Stock of ASSORTED CHOCOLATES AND CANDIES.

from the different Leading Firms in Europe and America, which are now on show at their premises; also all sorts of HOME-MADE CANDIES AND CHOCOLATES of the Finest Quality, Loose or in Boxes.

All kind of FANCY CAKES, etc. Orders taken for any kinds of Special Cakes or Puddings.

AN EARLY INSPECTION IS INVITED. H. WEISMANN, Manager. Hongkong, December 17, 1904. 1034

To-day's Advertisements.

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## Shipping.

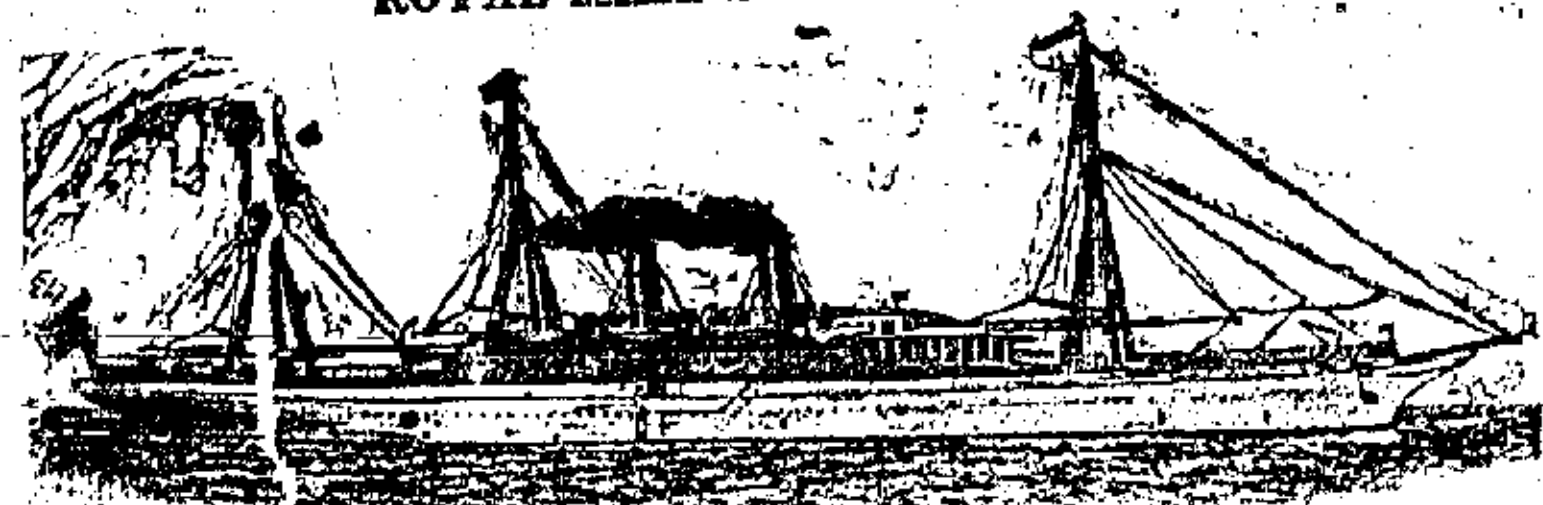
PENINSULAR & ORIENTAL STEAMSHIP  
NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATE  
named:—

named:—	STEAMERS	TO SAIL ON	REMARKS.
LONDON & ANTWERP, Via S. PANG, Cebu, Port Said and Marseilles.	<i>Japan</i> (Capt. E. P. Martin, R.N.R.)	About 15th March.	Freight and Passage.
YAMAHA, via SHAL, MOJI (Capt. C. F. Lockstone, R.N.R.)	<i>Malta</i> (Capt. R. A. Peters)	About 19th March.	Freight and Passage.
LONDON, &c.	<i>Malta</i> (Capt. R. A. Peters)	Noon, 25th March.	See Special Advertisement.
SHANGHAI.	<i>Sunda</i> (Capt. F. R. Sumner)	About 24th March.	Freight and Passage.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office,  
Hongkong, March 11, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
VIA CANADA AND THE UNITED STATES.  
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.  
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.	(Subject to Alteration.)
R.M.S. <i>ATHENIAN</i> .....	3882 Tons. WEDNESDAY, Mar. 15.
R.M.S. <i>EMPEROR OF CHINA</i> .....	6000 Tons. WEDNESDAY, Mar. 23.
R.M.S. <i>EMPEROR OF INDIA</i> .....	6000 Tons. WEDNESDAY, April 19.
R.M.S. <i>TARTAR</i> .....	4925 Tons. WEDNESDAY, April 26.
R.M.S. <i>EMPEROR OF JAPAN</i> .....	6000 Tons. WEDNESDAY, May 10.

Hongkong to London, 1st Class, via St. Lawrence 200, via New York 202.  
Intermediate on Steamers, .....

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous IN-  
LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-  
COUVER (B.C.) in 12 days, and make connection with the PACIFIC OVER-  
LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT  
CHANGE.

R.M.S. *TARTAR* and *ATHENIAN* carry INTERMEDIATE Passengers only  
at intermediate rates, affording superior accommodation for that class.  
Passengers booked through to all principal points and AROUND THE WORLD.  
SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service  
of China and Japan Governments.  
For further information, Maps, Guides, Books, Rates of Freight and Passage,  
apply to D. W. CRADDOCK, Acting General Agent,  
Frederic Street,  
Hongkong, March 8, 1905.

PORTLAND AND ASIATIC  
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON,  
MOI, KOBE & YOKOHAMA; For  
OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.	Tons.	Captain.	To SAIL AT DAYLIGHT ON.
NICOMEDIA .....	4370	WAGNER	Mar. 31, 1905.
NUMANTIA .....	4370	BRIDGES	April 20, 1905.
ARABIA .....	4483	BAILEY	May 11, 1905.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian  
and United States Ports. For through rates of Freight and further information,  
communicate with or apply to

## PORTLAND &amp; ASIATIC STEAMSHIP COMPANY.

Hongkong, March 2, 1905.

## OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE  
BETWEEN HONGKONG, SOUTH CHINA  
COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—  
SUBJECT TO ALTERATION.

For	STEAMERS	LEAVING
FOOCHOW, Via SWATOW AND AMOY.	<i>TRIUMPH</i> Capt. A. Hansen	WEDNESDAY, Mar. 15, at Daylight.
TAMBU, Via SWATOW AND AMOY.	<i>JOHNSTON MORSE</i> Capt. Olsen	SUNDAY, 19th Mar., at Daylight.

On account of the present state of political affairs, all the Company's new Steamers  
have been requisitioned for Transport Service, and the above-named chartered  
Steamers have been secured instead for maintenance of the Company's Coastal Service.  
As soon as the state of Affairs permit the Company will resume running with its special-  
ly designed new Steamers.

For Freight, Passage and further information, apply at the Co.'s local Branch  
Office, at No. 4, Des Vaux Road Central.  
T. ARIMA, Manager.  
Hongkong, March 9, 1905.

## NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.  
CONNECTING AT TACOMA WITH  
NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA B.C. AND TACOMA  
VIA  
MOI, KOBE AND YOKOHAMA.

Steamers.	Tons.	Captains.	To SAIL.
<i>PLEIADIS</i> .....	3753	F. G. Purington	About Mar. 30.
<i>SHAWMUT</i> .....	3608	E. V. Roberts	About April 13.
<i>TREMONT</i> .....	3606	T. W. Garlick	About April 21.
<i>LYRA</i> .....	4417	G. V. Williams	About May 15.

1 Cargo only.

## FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

S.S. <i>PLEIADIS</i> .....	3753 tons	F. G. Purington	About 18th March.
S.S. <i>SHAWMUT</i> .....	3608 tons	E. V. Roberts	About 12th April.
S.S. <i>LYRA</i> .....	4417 tons	G. V. Williams	About 3rd May.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND  
CULINARY. ELECTRIC LIGHT, DOCTOR AND STEWARDES.

The Twin-screw a.s. *Shawmut* and *Tremont* are fitted with very superior  
Accommodation for First and Second Class Passengers. The large size of these vessels  
ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry.  
Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.  
For further information, Apply to  
Dodwell & Co., Limited,  
GENERAL AGENTS.  
QUEEN'S BUILDINGS,  
Hongkong, March 11, 1905.

## Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,  
AND  
CHINA MUTUAL STEAM NAVIGATION  
COMPANY, LIMITED.  
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL  
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST  
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

## OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	<i>ALCIBIOUS</i>	16th March.
GLASGOW AND LIVERPOOL	<i>ONFAN</i>	17th March.
GLASGOW AND LIVERPOOL	<i>KALOW</i>	25th March.
GLASGOW AND LIVERPOOL	<i>AGAMEMNON</i>	28th March.

## HOMEWARDS.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP, STENOR	<i>STENOR</i>	14th March.
* GENOA, MARSEILLES & LIVERPOOL, PATROCLOS	<i>PATROCLOS</i>	15th March.
AMSTERDAM, LONDON & ANTWERP, AGILLIS	<i>AGILLIS</i>	28th March.
AMSTERDAM, LONDON & ANTWERP, ACHAEOS	<i>ACHAEOS</i>	11th April.
* GENOA, MARSEILLES & LIVERPOOL, ALONGOS	<i>ALONGOS</i>	20th April.
AMSTERDAM, LONDON & ANTWERP, KALOW	<i>KALOW</i>	28th April.

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, VIA OYANFA.	<i>OYANFA</i>	18th March.
NAGASAKI, KOBE & YOKOHAMA		

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

## CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
AMOI, MANILA, CEBU & ILOILO, KAIFONG *		15th March.
SHANGHAI	<i>HANGCHOW</i>	16th March.
KOBE	<i>CHINGTU</i>	21st March.
CEBU AND ILOILO	<i>SUSUKING</i>	25th March.
CHEFOO & TIENTSIN	<i>KANSU</i>	25th March.

\* The attention of Passengers is directed to the Superior Accommodation offered  
by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.  
A daily qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.  
Taking Cargo and Passengers at through rates for all New Zealand and other  
Australian Ports.

N.P.—REDUCED SALOON FARES, Single and Return, To Manila and  
Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, March 11, 1905.

## HONGKONG—MANILA.

CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captains.	For	Sailing Dates.
ZAFIRO .....	2540	R. Rodger	Manila	Mar. 18, at 10 a.m.
RUEI .....	2540	A. H. Noley		Mar. 23, at 10 a.m.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

Hongkong, March 11, 1905.

SOUTH AFRICAN LINE OF  
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to  
DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:—

S.S. <i>SWANLEY</i> .....	Captain J. P. Dawson.
S.S. <i>COURTFIELD</i> .....	J. W. Martin.
S.S. <i>ORANLEY</i> .....	W. E. Steele.
S.S. <i>IKBAL</i> .....	M. Robertson.
S.S. <i>ASOTI</i> .....	C. E. Cox.
S.S. <i>LOTHIAN</i> .....	J. G. Williamson.
S.S. <i>INKUM</i> .....	E. S. Pearey.
S.S. <i>SIRH</i> .....	J. Rowley.
S.S. <i>SOFALA</i> .....	Get. Shepherd.
S.S. <i>INDRASHAMA</i> .....	R. P. Chavell.
S.S. <i>INDRAVELLI</i> .....	J. Collington.
S.S. <i>SEALDA</i> .....	GEO. BROWN.
S.S. <i>CATHERINE PARK</i> .....	COOP.
S.S. <i>INKULA</i> .....	DEAN.

For Freight, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 9, 1905.

## JAVA-CHINA-JAPAN LINE

REGULAR FOUR-WEEKLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

STEAMERS.	FROM	EXPECTED ON FOR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIPANAS .....	JAPAN.	First half April.	JAVA PORTS.	First half April.
TJILATJAP .....	JAVA.	First half April.	JAPAN, VIA SHANGHAI.	First half April.
TJIMAH .....	JAPAN.	First half March.	JAVA PORTS.	Second half March.

The steamers are all fitted throughout with Electric Light, and have accom-  
modation for a limited number of saloon passengers, and will take cargo to all Ports  
in Netherlands, India on through B/L.

For particulars of Freight and Passage, apply to the  
HEAD AGENCY,  
Java-China-Japan Lijn,  
TELEPHONE No. 375.  
HONGKONG, March 8, 1905.

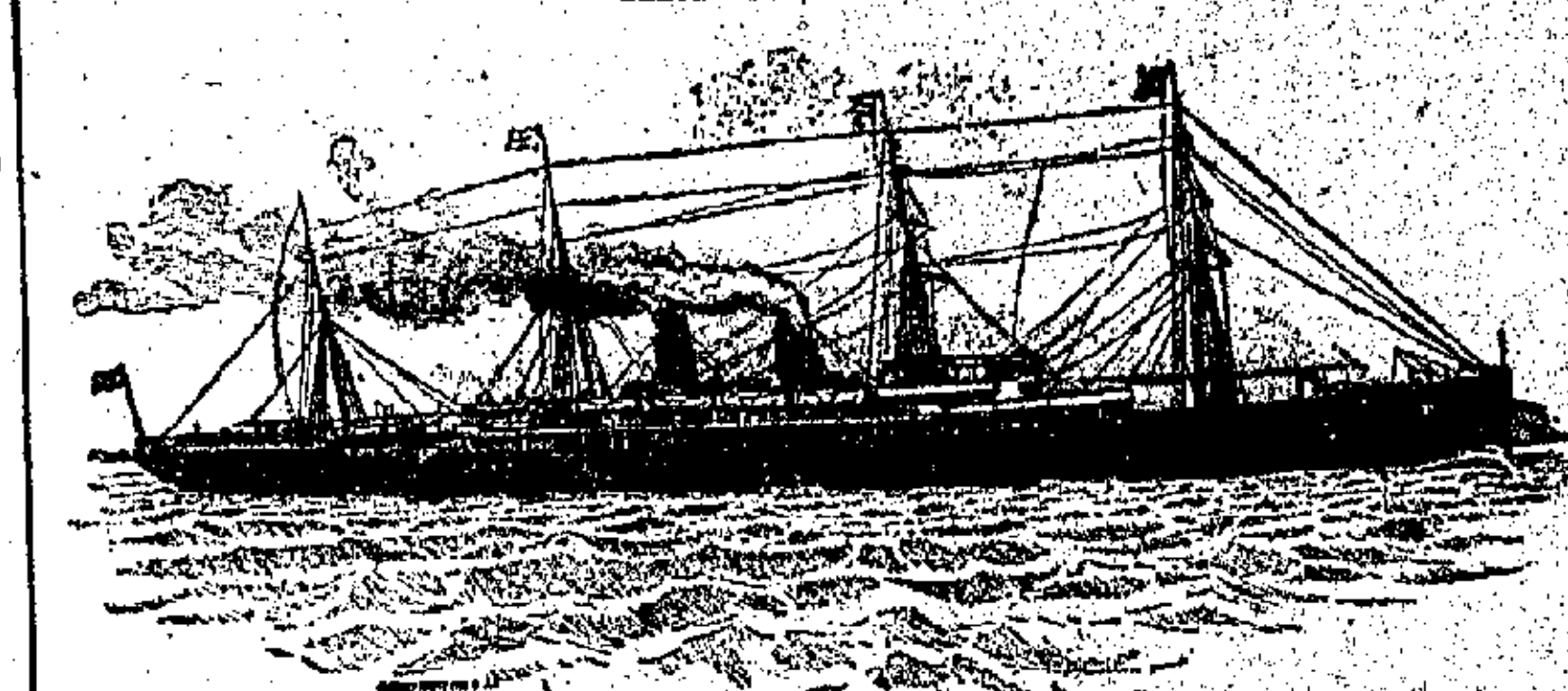
ALEXANDRA BUILDINGS.

Hongkong, March 8, 1905.

## Shipping.

PACIFIC MAIL S.S. CO., OCCIDENTAL AND  
ORIENTAL S.S. CO., TOYO KISEN KAISHA.  
U.S. MAIL LINES.

VIA HONOLULU.  
TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED  
STATES, MEXICO, CENTRAL AND SOUTH AMERICA,  
AND EUROPE.



Only line taking the warm Southern Route across the Pacific, via HONOLULU,  
the most fertile and beautiful island of the Pacific.

## PROPOSED SAILINGS FROM HONGKONG.

KOREA .....	11,276 Gross Tons.	FRIDAY, 24th March, 1905, at Noon.
COBIT .....	4,352	TUESDAY, 4th April, at Noon.
SIREIA .....	11,334	SATURDAY, 15th April, at Noon.
MONOOLIA .....	13,433	TUESDAY, 25th April, at Noon.
CHINA .....	6,690	SATURDAY, 8th May, at Noon.
MANOHUA .....	13,630	TUESDAY, 16th May, at Noon.
DORIC .....	4,784	SATURDAY, 27th May, at Noon.

Record Trip Yokohama to San Francisco made by a.s. KOREA, 11,276 tons, Oct.  
18th-24th, 1902; 10 days, 15 hours.

THE P. M. Steamship KOREA will be despatched for SAN FRANCISCO, via  
SHANGHAI, NAGASAKI, KOBE, (INLAND SEA), YOKOHAMA, and HONO-  
LULU on FRIDAY, the 24th March, at Noon, taking Freight for Japan, the United  
States, and Europe. Passengers are allowed to break their journey at any point  
en route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,  
Military, Diplomatic and Civil Services, and to European Officials in the Service of  
China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan  
Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Over-  
land Railway, to the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the  
Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, March 13, 1905.

## GREAT NORTHERN STEAMSHIP COMPANY.

OPERATING IN CONJUNCTION WITH THE  
NORTHERN PACIFIC AND GREAT NORTHERN RAILWAYS

OF UNITED STATES, AMERICA.

## SEATTLE,

VIA  
SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

The Magnificent New Twin-screw Steamship

## 'MINNESOTA'

Tons 20,718 Gross Reg. Capacity 28,000 Tons.

(J. H. RINDER, COMMANDER),  
Will Sail on

SATURDAY, 18th MARCH, at 4 p.m.

CONVEYING FREIGHT at through Rates to INTERIOR POINTS U.S.A.,  
NEW YORK AND CANADA; Also PASSENGERS to the UNITED  
STATES, EUROPE, etc.

This Steamer is luxuriously fitted with spacious SUITES and STATEROOMS,  
equipped with LIBRARY, MUSIC, SMOKING ROOMS, NURSERY, STEAM  
LAUNDRY, etc.

Special Provision is made for the safe transit of SILK, TREASURE and  
Valuable Cargo.

PARCELS carried at low Rates to all Points of U.S.A. in connection with the  
Northern Pacific and Great Northern Express Companies.

For FREIGHT or PASSAGE, apply to

GEO. SUTHERLAND, NIPPON YUSEN KAISHA,  
General Traffic Manager, Agents.

Hongkong, March 6, 1905.

MESSAGERIES  
MARITIMES

FRENCH MAIL STEAMERS.

STEAM FOR  
SAIGON, SINGAPORE, BA-  
TAVIA, COLOMBO, INDIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON,  
HAVRE, BORDEAUX, MEDITERRANEAN, AND  
BLACK SEA PORTS.

THE Steamship  
OCEANIE,  
Captain OLIVER, will be despatched for  
MARSEILLES on TUESDAY, the 21st  
March, 1905, at 1 p.m.

Passage Tickets and through Bills of  
Lading issued for above ports.  
Cargo also booked for principal places in  
Europe.

Next Sailings will be as follows:—  
S.S. *TORANE* .....

S.S. *TORANE* .....

S.S. *DUNEA* .....

L. BRIDOU,  
Acting Agent.

Hongkong, March 7, 1905.

AUSTRIAN  
NAVIGATION  
COMPANY.

STEAM FOR  
FIUME and TRIESTE Direct, Calling at  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN, SUEZ  
AND PORT SAID.

(Taking cargo at through rates to the  
Brazilia, to SOUTH AFRICA, PERSIAN  
GULF, Red Sea, BLACK SEA, LEVANT,  
VENICE and ADRIATIC PORTS).

THE Company's Steamship  
MARCUS BACQUEHEM,  
Captain RABBITON, will be despatched as  
above on TUESDAY, the 28th inst., p.m.

For information as to Passage & Freight,  
apply to SANDER, WHEELER & Co.,  
Agents,  
Princes' Building.

Hongkong, March 3, 1905.

NAVIGATION  
COMPANY.

STEAM FOR  
FIUME and TRIESTE Direct, Calling at  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN, SUEZ  
AND PORT SAID.

(Taking cargo at through rates to the  
Brazilia, to SOUTH AFRICA, PERSIAN  
GULF, Red Sea, BLACK SEA, LEVANT,  
VENICE and ADRIATIC PORTS).

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For information as to Passage & Freight,  
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Agents,  
Princes' Building.

Hongkong, March 3, 1905.

NAVIGATION  
COMPANY.

STEAM FOR  
FIUME and TRIESTE Direct, Calling at  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN, SUEZ  
AND PORT SAID.

(Taking cargo at through rates to the  
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VENICE and ADRIATIC PORTS).

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For information as to Passage & Freight,  
apply to SANDER, WHEELER & Co.,  
Agents,  
Princes' Building.

Hongkong, March 3, 1905.

## Shipping.

EASTERN & AUSTRALIAN STEAM-  
SHIP COMPANY, LIMITED.  
FOR SHANGHAI, MOI AND  
YOKOHAMA.

THE Steamship  
AUSTRALIAN,  
Captain McARTHUR, will be despatched as  
above on WEDNESDAY, the 15th inst.,  
at 10 a.m.

This well-known Steamer is specially fitted  
for Passengers, and has a Refrigerating  
Chamber which ensures the supply of Fresh  
Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with  
the Electric Light.

A daily qualified Surgeon and Stewards  
are carried.

N.B.—To secure the additional comfort  
of passengers the steamer of the Company  
have electric fans fitted in state-rooms.

For Passage, apply to  
GIBB, LIVINGSTON & Co.,  
Agents.

Hongkong, March 14, 1905.

## 'SHIRE' LINE STEAMSHIP CO.

FOR LONDON AND ANTWERP.

THE Steamship  
MERIONETHSHIRE,  
Captain C. H. BURCH, will be despatched  
for the above ports on or about MONDAY,  
28th March.

This steamer has superior Accommodation  
for Passengers.

For Freight or Passage, apply to  
SHEWAN, TOMES & CO.,  
Agents.

Hongkong, February 23, 1905.

BRITISH INDIA STEAM NAVA-  
TION COMPANY, LIMITED.

FOR AMOI, STRAITS AND  
KANGKONG.

THE Company's Steamship  
ZALDA,  
Captain G. M. SUMNER, will be despatched  
for the above ports on or about TUESDAY,  
the 21st March, at Daylight.



## Banks.

December 5, 1904.

**China Mail Office**  
5, WYNDHAM STREET,  
HONGKONG.

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

The rest is common knowledge. Russia now paying with the blood of its people for the greed of the Grand-Ducal clique.

The disgraceful weakness and imparedness of the Russian fleet in the war may be explained to a great extent by the part played by the Grand Duke Alexis, who, in his capacity of "expert" in naval matters, interfered in all arrangements of the Minister of Marine and did not even deign to use for his purpose money intended for the strengthening of the fleet.

Des Vieux Road Central.  
**JOHN D. HUMPHREYS & SON**  
*General Managers.*  
 Hongkong, September 30, 1904.

**A** Series of 2000  
Harr's SCHEMES for the Impr  
ment of China.  
Reprinted from the China Mail. T  
had in pamphlet form at this Office.  
Price 50 Cents.  
Hongkong, July 4, 1904.

On Fixed deposits for 3 months, 3%  
annum.

TAKEO TAKAMICHI  
Manager.

Hongkong, January 18, 1905.

per The Full Details Printed in English. P.  
I. **NOW READY.**  
Copies may be had at CHINA MAIL, O.  
588 Price 50 Cents each.



